

FUEL FAIRM PHASE II OPERATIONS



THANKS, RESERVOIRS, WATER QUALITY



Passed

#R10-1

**Council Agenda Item: #R10**

**SUMMARY:**

This item is to approve funding for work estimated to complete the Airport Fuel Farm Phase II Environmental Assessment

**FINANCIAL IMPACT:**

Original Council Authorization: \$81,800

Additional Authorization Request: \$14,900

Total Cost Including This Item: \$96,700

Funding Source: Airport Fund

**BACKGROUND:**

Washington Group International has completed the first four tasks of their original scope of work for the Airport Fuel Farm Phase II Environmental Assessment. The work included a soil vapor survey, push probe soil sampling, documents review, site reconnaissance, personnel interviews, and report. This work was completed at a lump sum cost of \$42,500. The results of this work were reported to Council at a meeting on March 6, 2002.

Washington's work showed areas of hydrocarbon concentrations in the fuel farm area, but also showed migration of hydrocarbons out of their study area, namely, across Addison Road and to the west and northwest of the fuel farm.

The attached proposal from Washington details the additional work that is estimated to complete the Phase II Environmental Assessment for the fuel farm. The work includes additional soil vapor sampling, soil borings, soil sampling and analysis, installation of monitoring wells, and a final report with a presentation of results to Council. This work is proposed for a Lump Sum of \$54,200.

The total cost of the project is now \$96,700, and since \$81,800 was authorized initially, an additional authorization of \$14,900 is required.

**RECOMMENDATION:**

Staff recommends Council approve additional funding of \$14,900 for this project and authorize the City Manager to accept Washington's Proposal dated April 9, 2002 in the amount of \$54,200.



# R10-2

Tuesday, April 09, 2002  
WGI Proposal No. 80805-1 (Rev. 2 Addendum 2)  
QP&ES 01-E005

Mr. James C. Pierce, Jr., P.E.  
Assistant Director of Public Works  
Town of Addison  
P.O. Box 9010  
Addison, Texas 75001-9010

**PROPOSED SCOPE OF WORK  
FOR  
PHASE II ENVIRONMENTAL SITE ASSESSMENT  
ADDISON AIRPORT FUEL FARM  
ADDISON, TEXAS**

Dear Mr. Pierce:

Presented here is the Revision 2 Addendum 2 of our proposed scope of work for the Phase II Environmental Site Assessment of the fuel farm at Addison Airport in Addison, Texas. This addendum is submitted in accordance with our conversations on March 20 and April 4, 2002, and provides an amended scope of work relative to our Revision 2 proposal, as approved by the Town on December 31, 2001.

**Background**

The Town of Addison retained Washington Group International to conduct a Phase II Environmental Site Assessment. The approved scope of work included six tasks separated into two parts, consisting of a soil vapor survey (Task 1), a pilot direct-push soil sampling program (Task 2), documents review (Task 3), and a mid-project status report (Task 4) for the first part; and a soil and groundwater sampling and testing program (Task 5) with a final report (Task 6) for the second part. Tasks 1 to 4 were completed between the period of January to March 2002, and the results were presented to the Town Council on March 6, 2002. The results indicated that hydrocarbons have been released into the subsurface in the fuel storage areas and extend off site beneath Addison Road to the east, and to the west and north toward the T-hangars and closed dispenser island, respectively. Both soil and groundwater have been affected by the hydrocarbons. In particular, soil hydrocarbon concentrations exceed TNRCC Action Limits, the levels at which TNRCC requires further investigation and/or remediation.

The results of Task 1 through Task 4 indicated that Tasks 5 and 6 must be completed to delineate the vertical and horizontal extent of contamination. This addendum presents our proposed scope of work for final delineation. It is expanded relative to the scope presented in the Revision 2 proposal of December 13, 2001, based on findings of Tasks 1 to 4.

### **Scope of Work**

This revised scope of work consists of three tasks that are follow-on from the previous four tasks and thus maintain numerical sequencing. It is our opinion that the scope outlined below cannot be reduced further without seriously jeopardizing the technical integrity of the program. Tasks 5 to 7 are related to additional data gathering activities to further quantify the lateral extent and magnitude of contamination in the soil and groundwater. The tasks detailed below will be managed by a TNRCC-registered Corrective Action Project Manager under the employ of Washington. Washington is a Registered Corrective Action Specialist. The tasks will be conducted in accordance with the current project-specific Health and Safety Plan (HSP).

**Task 5 — Soil Vapor Survey.** Washington will oversee the execution of a soil vapor survey that will establish the horizontal boundary conditions of soil hydrocarbon vapors that could not be established during the previous survey. We will retain the services of Exploration Technologies, Inc., (ETI) to conduct the survey. ETI conducted the previous soil vapor survey at the airport.

The work plan includes the collection, over a 3-day period, of up to 44 soil vapor samples on a grid spacing containing approximately 60 feet between sampling locations. The number of samples required to evaluate the area on this grid spacing is based on the attached map. We believe 44 locations is the minimal number that will be necessary to encompass the existing soil vapor plume on the 60-ft spacing. It is very conceivable that more than 44 locations will be necessary to establish the full horizontal extent of the soil vapor plume. Because we do not know how many additional locations may be necessary, we have priced the program to include only the 44 locations but have also included a unit price for the field crew daily rate and a unit price for each additional soil vapor analysis. If additional locations appear necessary, a fourth day of sampling would be required.

The locations of individual samples may be adjusted in the field during field operations to allow for buildings, piping, utility chases, etc. The proposed locations of the soil vapor samples are on the airport property and off site east of the Addison Road right-of-way (ROW). Based upon the results of this survey, infill (higher density) or expanded grid sampling can be performed in anomalous parts of the study area (if required to better delineate the plume(s)); costs have not been included for infill or expanded grid sampling and would only be conducted with Town approval. For sampling east of the Addison Road ROW or other properties, we would require Town permission and/or assistance gaining access for sampling those locations.

Vapor samples will be analyzed (screened) in the field during sample collection for methane, carbon dioxide, and oxygen using an infrared gas analyzer. The results of these analyses will aid the field crew in adjusting the sampling grid (if necessary) and determining the location(s) of possible "hot spots" during sample collection.

All soil vapor samples will be analyzed in ETI's Houston, Texas laboratory utilizing standard QA/QC procedures. Samples will be analyzed for C1-C4 (methane, ethane, propane, and butanes) and C5+ (pentane-xylenes+) hydrocarbons using two flame

ionization detector (FID) gas chromatographs. The FID gas chromatograph utilized for C5+ hydrocarbon analyses contains a capillary column, allowing for high resolution (and separation) of individual compounds (such as BTEX, etc.) and identification of specific product signatures. Our project price does not include the additional cost for the high-resolution capillary analyses/interpretation; however, the chromatograms will be archived in the event specific samples require additional review at a later date. Results of the C1-C4 and C5+ analyses will be tabulated and presented in parts per million by volume (ppmv).

ETI will prepare a report including tabulated data, colored plume maps for the various hydrocarbon/biogenic gas constituents, and an interpretation of the data/maps. The work program will require up to four field days. Washington personnel will coordinate with the Town for clearing and marking all utilities and obtaining permission to collect samples on properties and/or right-of-ways included in the survey area (if applicable) prior to the commencement of field activities.

**Task 6 — Soil Borings and Monitoring Well Installation.** This program does not take into account assessing the potential extent of contamination, if present, in the underlying bedrock formation. This information gathered from this task would be combined with the horizontal boundary data from the soil vapor survey to define the lateral extent of contamination and to evaluate the vertical extent of contamination.

The preferred method for the collection of soil samples is direct push drilling. This program is developed on the assumption that the subsurface stratigraphy will be conducive to this method. Based on the earlier sampling conducted this appears to be a suitable method for soil sampling.

Six (6) direct push borings will be strategically located based on the results of the completed soil vapor survey. As in the previous boring task, soil samples will be collected and logged continuously to a maximum depth of 25 feet or until bedrock refusal. We will document soil type, groundwater, evidence of contamination, and other pertinent information on soil boring logs and a field notebook.

TNRCC guidance for risk-based assessments conducted at underground tank sites requires that discrete soil samples be collected in the source area at intervals of 0 to 2 ft, 2 ft to 15 ft, and 15 ft to total depth. Outside the source area soil samples must be collected to define the horizontal and vertical extent of contamination within the zone of greatest contamination, immediately above the saturated zone, and at total depth. Based on the proposed depth of soils available for sampling and the scarcity of perched groundwater, this should be accomplished by collecting two soil samples from each boring location; our proposal is priced accordingly. Within the identified source areas soil samples will be collected at the zero to 2 ft depth interval and at the depth of greatest organic vapor response. At other locations the soils samples will be collected at the interval of greatest organic vapor response and at total depth of the boring. If during sampling it is found that soil samples can be collected below a depth of 15 ft, we will collect soil samples in accordance with TNRCC guidance; a unit price for additional analysis is included at the end of this proposed scope of work.

Two soil samples will be selected from each boring location for BTEX (Method 8260) and TPH (Method 1005) analyses. The soil sample showing the greatest organic vapor



response in the field from each boring location will be selected for polyaromatic hydrocarbon (PAH) analysis (Method 8270).

The soil samples will be placed in laboratory-cleaned glass jars with appropriate labels and then placed in an ice-filled chest for transport to our laboratory. Chain-of-custody documents will accompany the samples. All sample handling equipment will be decontaminated between soil sample intervals. After boring completion, the boring will be grouted with cement, bentonite, or other acceptable material to inhibit stratigraphic cross contamination. Drilling and sampling wastes will be collected in drums for later characterization testing and disposal by others.

If groundwater is encountered, we will install and sample up to four (4) monitoring wells to bedrock refusal, or a maximum depth of 25 feet. Hollow-stem auger techniques will be required for monitoring well installation. The locations will be determined using the soil vapor data and the soil boring data to optimize the locations, taking into account hydrogeologic and contamination considerations. Actual depths will be determined in the field based on stratigraphy and the depths of hydrocarbon-impacted zones. We will construct the wells with 2-in. ID, flush-joint-threaded, Schedule 40 PVC, using 0.010-in. slotted casing. Filter pack sand will be placed around the well screen, followed by a bentonite seal and grouted to surface. The wells will be flush-mounted relative to ground surface with a protective, locked cover. We will develop the wells to remove cuttings and sediments that could affect hydraulic communication between the well screen and the formation fluids.

After well development, we will purge the wells of stagnant water and collect groundwater samples for analytical testing. Groundwater collected from the monitoring wells will be analyzed for BTEX, TPH, and PAH. We will place groundwater samples in laboratory-cleaned glass jars with appropriate labels and place them in an ice-filled chest for transport to our laboratory. One method blank, a duplicate, and a trip blank to evaluate cross contamination will be included with each sample lot for QA/QC control. Chain-of-custody documents will accompany the samples. Sample handling equipment will be decontaminated between wells. Sampling wastes will be collected in drums for later characterization testing and disposal by others. This program does not include sampling and analysis of groundwater from the existing monitoring wells.

Upon completion of soil boring and monitoring well installation we will retain a Registered Public Land Surveyor (RPLS) to locate all the newly-installed wells and borings. The survey will provide an elevation relative to a local benchmark to provide accurate vertical and horizontal control data that will be necessary for subsequent hydrogeologic characterization. The RPLS will provide a digitized drawing and electronic file in AutoCAD for use in our reports.

**Task 7 — Final Report and Recommendations.** We will develop a report using TNRCC standardized forms, where required, that are mandatory under their LPST program. These reports include field activity reports, well monitoring reports, site investigation reports, correspondence forms, and others, as appropriate. The final report will incorporate all the data collected from the earlier tasks and include a recommendation directed toward natural attenuation as the preferred remedial alternative. We will also

include in the report an estimated cost, +/- 30% to 40%, on what the Town could expect for bringing the site to closure under a natural attenuation scenario. However, it is our experience that the TNRCC may require additional information before agreeing to a natural attenuation alternative, including a receptor survey, soil properties testing, a utilities vapor survey, a water well inventory, etc., which have not been included in this scope of work. We have made provision for the Washington Project Manager to present to the Town Council the findings of the study.

### **Schedule**

Upon receipt of both a signed Work Authorization and Notice to Proceed (NTP), we will begin preparations to mobilize to the site to begin Tasks 5 to 7. We will complete the fieldwork for Tasks 5 and 6 within four weeks of notification, followed by another two weeks to allow for analytical testing. Task 7 will be completed four weeks after receipt of the analytical test results, for a total duration of about ten weeks.

### **Price**

This section presents: (1) a Lump Sum price for Tasks 5 through 7, work that we have confidence has a very well defined scope and (2), Time and Materials prices for any additional work that may be required.

The **Lump Sum** price to conduct Task 5 through Task 7 as one program is \$54,200. This price includes provisions for a Final Presentation to the Town Council conducted by the Washington Project Manager. The Lump Sum price has been developed based on the following assumptions:

1. Washington-Staubach, the Town's airport management agent, will provide unrestricted access to Fuel Areas and will provide notification to tank operators of our intent to conduct work in those areas.
2. Town will make a good faith effort to identify locations of their buried utility lines. Washington-Staubach will make a good faith effort to identify other utility lines or other buried objects in the Fuel Areas for Washington. It is common for the identification of buried utilities and objects to take many days by the time personnel, equipment, maps, and the field visit are completed. Because of this, it is critical to our schedule that all entities identify their known buried utilities before mobilization. Provisions have been made to use geophysics to identify unknown buried objects.
3. Prices include costs related to routine project meetings, discussions, and meetings with the Town but not with TNRCC or other third parties. No public notification costs have been included. The prices include a reasonable timeframe for progressive completion of the tasks without extensive delays between tasks beyond the control of Washington.
4. Prices have been developed on standard 8-hour workdays, 40-hour weeks, assuming normal, nationally recognized holidays with no provision for overtime or weather delays.

5. Subsurface conditions do not indicate the need for drilling, sampling, or well installation by methods other than direct push or hollow-stem auger.
6. Prices do not include soil cutting and well development fluid wastes profiling and/or disposal.

Table 1 presents the rates that would be in place for any additional work that may prove necessary beyond the scope of work presented here. Such work would not be conducted without prior approval of the Town.

Table 1 - Labor Rates		
Personnel	Title	Labor Rate, \$/Hr
Paul R. Wild	Project Manager	110.
Ron Bowlin	Field Manager	80.
Sam Lundgren	Client /Liaison/Airport Engineer	120.
Ron Forest	CADD Specialist	70.
Various	Clerical/Secretarial	50.
Various	Field Technician	35.

Table 2 presents unit rates for additional Task 5 soil vapor sampling.

Table 2 - Soil Gas Survey Rates	
Description	Unit Rate, \$/Item
Field Crew, 2-man, w/ per diem	\$1300/day
C1 - C4, C5+, CO2 Analysis combined	\$135/test

Tables 3 and 4 present unit rates for Task 6 push-probe boring and monitoring wells, and analytical costs for the proposed program, respectively.

Table 3 - Boring and Well Rates	
Description	Unit Rate, \$/Item
Hollow-Stem Auger Boring, 25-ft depth	\$22/ft (25 ft minimum)
Direct Push Boring	\$1700/day
Monitoring Well, 25-ft depth, 2-in. ID PVC	\$40/ft (25 ft minimum)

Table 4 - Analytical Testing Rates			
Medium	Analyte	Method	Unit Rate, \$/Test
Soil/Water	Total Petroleum Hydrocarbons (TPH)	TNRCC 1005	\$75.
	Polynuclear Aromatic Hydrocarbons (PAH)	EPA 8270	\$140.
	Benzene, Toluene, Ethylbenzene, Xylene (BTEX)	EPA 8020 or 8260	\$45.

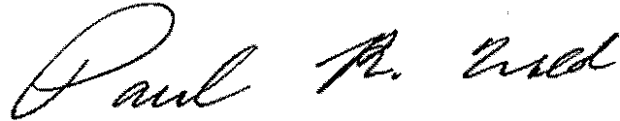
**Scope of Work Acceptance**

If you accept this scope of work, please sign below or forward us a signed Purchase Order or similar authorizing document that references this Scope of Work.

**Closing Remarks**

We are pleased to have this opportunity to serve the Town of Addison and to demonstrate our breadth of capabilities. We look forward to working with you.

Sincerely,  
**WASHINGTON GROUP INTERNATIONAL**  
**TNRCC RCAS 00169**

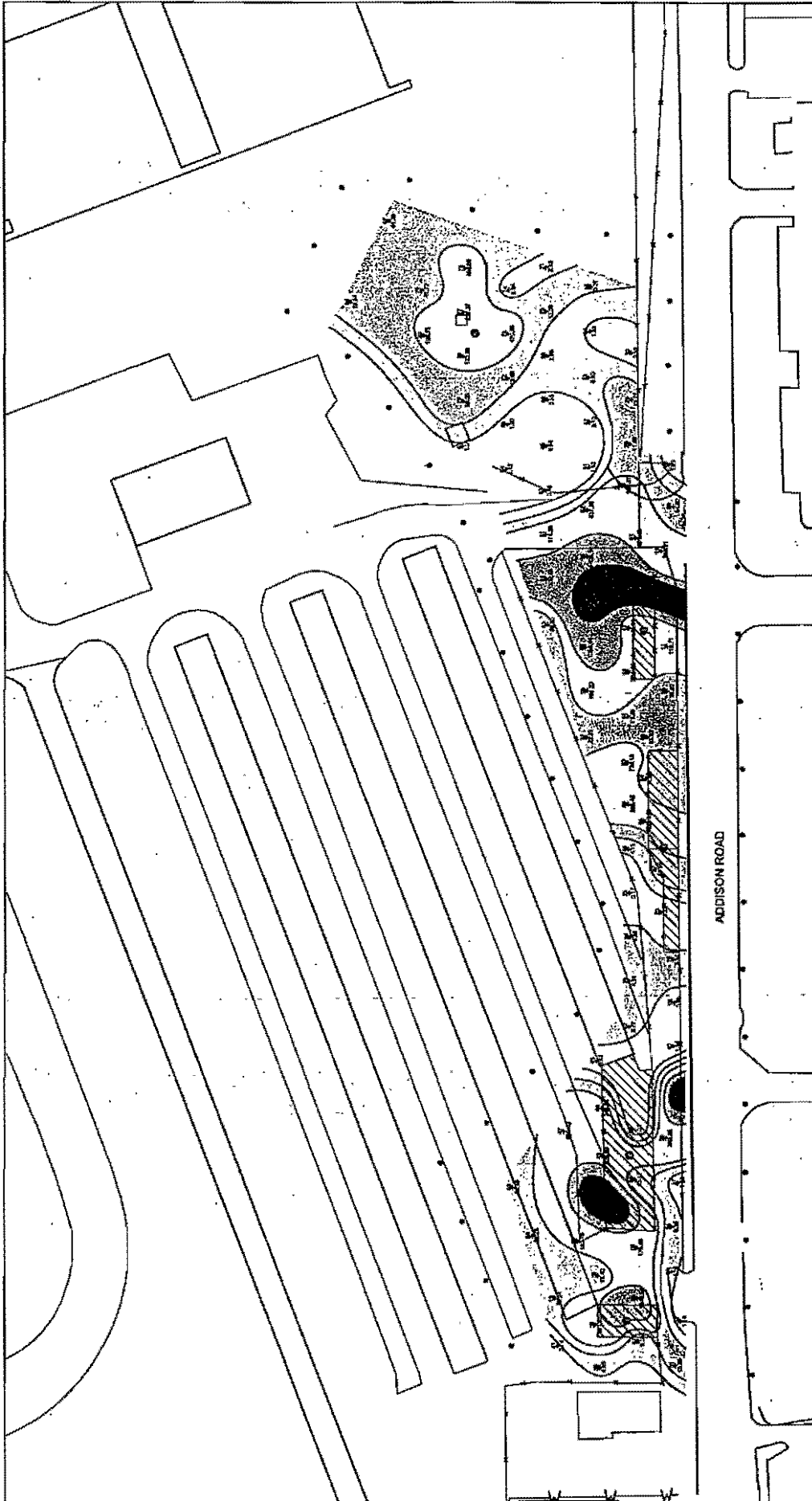


Paul R. Wild  
Manager of Environmental Services  
TNRCC CAPM00385

Accepted By: \_\_\_\_\_  
Ron Whitehead, City Manager

Date: \_\_\_\_\_

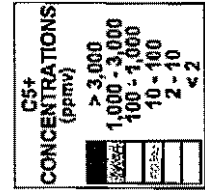
Attachments: Soil Vapor Sample Location



**Exploitation Technologies, Inc.**  
 11175 Woodloch Lane  
 Suite 100  
 Houston, TX 77036  
 Phone: 281.465.1234  
 Fax: 281.465.1235

**Plot 5**  
 C5+ Concentrations  
 (ppmv)

Aditya Prasad  
 Project Geologist  
 Westcoast Deep Seawater  
 Houston, TX 77036  
 Phone: 281.465.1234  
 Fax: 281.465.1235



**LEGEND**

 Areas Containing USTs

ADDISON ROAD



# New fuel farm may cost city \$1.9 million

### Panel says airport tanks in violation of TNRCC regulations

By SCOTT STAFFORD

The city of Addison may have to pay as much as \$1.9 million to build or refurbish storage tanks at Addison Airport that are in violation of state environmental laws.

With the Texas Natural Resources Conservation Commission's (TNRCC) recent findings, the city is required to pay for the cost of the tanks, totaling about \$1.9 million and causing the city to lose some independence of authority.

An engineering firm conducted a study of the airport's fuel tanks. The city officials last week said the tanks are old and that it would not build new ones to contain spilled airplane fuel. The tanks

By PERKINS, Nov. 25

# Fuel tanks may cost Addison \$1.9 million

Continued from Page 1

being the current tanks could range as high as \$1.9 million. With the TNRCC, could cost about \$1.4 million to \$1.9 million, but only above ground facility at different locations depending on the size of the tanks. The maximum cost of the tanks is \$1.9 million.

The estimates do not include any existing costs that the city might incur.

We think the bill is probably covered by the airport property, and there is no question about it," said Paul Wood, manager of environmental services for Washington Group International, 4400 W. Lyndon B. Johnson

The consultants' report was prepared at a request by Council member Harry B. Smith, who is in charge of the airport.

The town is trying to find a way to pay for the tanks. The town is in compliance with all EPA and TNRCC standards. The Addison Airport is a Class B airport. The consultants' report is the first of a series of reports that will be done.

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center of a new fuel farm or other facility.

The city manager, Ron Walker, said the city is trying to find a way to pay for the tanks. The town is in compliance with all EPA and TNRCC standards. The Addison Airport is a Class B airport. The consultants' report is the first of a series of reports that will be done.

Mr. Wood said the tanks are old and that it would not build new ones to contain spilled airplane fuel. The tanks are in violation of state environmental laws. The city is required to pay for the cost of the tanks, totaling about \$1.9 million and causing the city to lose some independence of authority.

The damage to humans from petroleum is going to be very high. The tanks are old and that it would not build new ones to contain spilled airplane fuel. The tanks are in violation of state environmental laws. The city is required to pay for the cost of the tanks, totaling about \$1.9 million and causing the city to lose some independence of authority.

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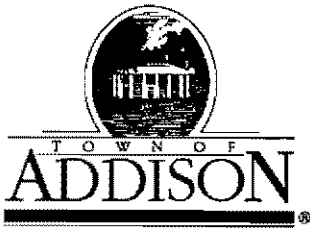
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# LETTER OF TRANSMITTAL

**Public Works / Engineering**  
16801 Westgrove • P.O. Box 9010  
Addison, Texas 75001  
Telephone: (972) 450-2871 • Fax: (972) 450-2837

DATE	4/25/02	JOB NO.
ATTENTION		
RE:	Airport Fuel Farm Phase II Environmental Assessment	

TO Carmen Moran  
Town Hall

**GENTLEMAN:**

**WE ARE SENDING YOU**

- Shop Drawings
- Prints
- Copy of letter
- Attached
- Change order
- Under separate cover via \_\_\_\_\_ the following items:
- Plans
- Samples
- Specifications
- \_\_\_\_\_

COPIES	DATE	NO.	DESCRIPTION
1			Excerpts from Airport Phase II Interim Status Report

**THESE ARE TRANSMITTED as checked below:**

- For approval
- For your use
- As requested
- For review and comment
- FOR BIDS DUE \_\_\_\_\_ 19\_\_\_\_\_
- Approved as submitted
- Approved as noted
- Returned for corrections
- \_\_\_\_\_
- Resubmit \_\_\_\_\_ copies for approval
- Submit \_\_\_\_\_ copies for distribution
- Return \_\_\_\_\_ corrected prints
- PRINTS RETURNED AFTER LOAN TO US

**REMARKS** The data show that hydrocarbons may have migrated to the event site. Additional work is planned to determine the extent, if any. Please call if there are any questions

**COPY TO** \_\_\_\_\_

**SIGNED:** Jim Pierce

*If enclosures are not as noted, please notify us at once.*



Washington Group Intl.  
File # 96167  
Collection Center Drive  
Chicago, IL 60693

## Washington Group Int'l. Inc

ADDISON (Town of), TX  
16801 Westgrove Road  
Addison, TX 75001-5190  
ATTN: Mr. Jim Pierce

JOB NO. 25361  
DATE 8-Apr-02  
INVOICE NO. 1054551  
INQUIRIES 713-852-3019

TO INSURE PROPER CREDIT SEND YOUR REMITTANCE TO FILE # 96167, COLLECTION CENTER DRIVE, CHICAGO, IL 60693  
FOR WIRE TRANSFER TO BANK OF AMERICA ABA #121000358 FOR CREDIT TO WGI ACCOUNT NO. 1233007378

PERIOD - FEBRUARY 9 through MARCH 22, 2002

SERVICES RENDERED DURING THE ABOVE PERIOD IN CONNECTION WITH TASKS 1 TO 4 AND SUPPLEMENTAL CONSULTATION SERVICES FOR PHASE 2 ENVIRONMENTAL SITE ASSESSMENT, ADDISON AIRPORT FUEL FARM

PROFESSIONAL SERVICES	Task 1-4 \$42,500	
EXPENSES	Supp. 9,900	\$32,400.00
	<u>52,400</u>	\$0.00
<b>TOTAL</b>		<b>\$32,400.00</b>

Budget: \$52,400.00  
This Invoice : \$32,400.00  
Previous Invoices: \$20,000.00  
Remaining: \$0

OK to pay  
J. Pierce  
4-16-02



**Mark Acevedo**

---

**From:** paul.wild@wgint.com  
**Sent:** Wednesday, April 03, 2002 8:36 AM  
**To:** Macevedo@Ci. Addison. Tx. Us  
**Subject:** Proposal Revision 2 Addendum

Mark, thanks for discussing the proposal with me yesterday. As I stated yesterday, the additional ~\$26k in costs above the original budget estimate for the second part of the investigation is primarily related to the need for the completion of the soil vapor program by ETI. Some additional minor costs are related to some modifications in the analytical testing program, some additional research into TNRCC archives, and a final project closeout meeting to present the results to you, Jim, Chris, and Ron. The additional funds are roughly what Ron Bowlin had "guesstimated" during the March 20 phone call with Jim and Sam. It was our understanding from our meetings with the Town that the completion of the soil vapor survey was a priority to delineate the horizontal extent of contamination, particularly across Addison Road. Even if the Town had not requested it, I would have been remiss if I had not made provision for the horizontal delineation because the State will certainly require it. It is not my desire to bulk up the project scope for a short-term monetary gain; rather, my intent is to develop a long-term relationship with the Town that will last long after I am no longer directly involved with the airport tank project. It is not only my intent but the intent also of my colleagues. Therefore, I believe we have put together a very technically sound and cost effective program designed to get to the heart of the matter, i.e. an understanding of the extent and magnitude of the subsurface contamination at the airport. In reference to your meeting this afternoon, I will be very happy to participate by phone if you so choose. I look forward to hearing from you.

Paul

2pm Thurs  
call Paul Wild



**Budget: \$85,000**

**Original Proposal Tasks 1-6 \$81,800**

- Tasks 1-4 Completed (half way point) \$42,500
- Upon completion of tasks 1-4 – determined that 5-6 would have to be revised to include soil vapor survey.
- Tasks 5-6 were estimated at \$39,300
- \$42,500
- \$39,300 (not done)
- \$81,800

**Supplemental Proposal (3) Tasks \$9,900**

- Council Presentation
- Regulatory Analysis of TNRCC regulations
- Cost Estimates for construction of a new fuel farm & costs to upgrade and keep present farm

**Update of Original Proposal Tasks 5-8 \$65,500**

- Perform tasks 5-6 from original proposal
- Include a Soil Vapor Survey as discussed at the staff technical meeting 2/20/02  
\$26,200.
- \$39,300 (from orig. proposal)  
\$26,200  
\$65,500

**Phase II Project**

\$42,500

\$65,500

\$108,000

\$81,800 Original Prop.

\$26,200 Additional funding

**Supplemental Services**

\$9,900





Dec 13, 2001

Task 1 Soil Vapor Survey - collect up to 80 soil vapor samples on 40' grid

Task 2 Push Probe Sampling - one day program

Task 3 Documents Review, Site Reconnaissance, Personnel Interviews

Task 4 Report

Lump Sum \$42,500

Task 5 Soil Borings & Monitoring Well Installation  
10 direct push probe borings with soil sampling and analysis

Task 6 Final Report and Recommendations  
Cost est. to bring the site to closure under natural attenuation scenario.

Time & Materials Est Cost \$39,300

Total  
Includes 10% contingency \$81,800 \*

March 28, 2002

Task 5 Soil Vapor Survey, collect up to 70 soil vapor samples, Complete finding Horizontal extent

Task 6 Supplemental Documents Review  
Visit local TNRC office

Task 7 Soil Borings & Monitoring Well Installation, 10 direct push probe borings with soil sampling and analysis

Task 8 Final Report and Recommendations  
Cost est. to bring site to closure under natural attenuation scenario.

Lump Sum \$65,500

Feb 27, 2002

Task 1. Prepare presentation of results to date for Town Council. Use graphics, P.M., Field Mgr & Airport engr to make dry run & final presentation. Include cost estimates to upgrade existing site and construct a new site (Task 3)

Task 2. Regulatory analysis, Call out regulations that apply by name & number. Review 30TAC 334 for design & operating criteria

Task 3. Cost Estimates; Upgrade exist fuel farm; Const. New fuel farm

Lump Sum \$9900

# LEGEND

- 1 Single Family (12,00 sq. ft. lot)
- 2 Single Family (9,000 sq. ft. lot)
- 3 Single Family (7,500 sq. ft. lot)
- 16 Single Family (16,000 sq. ft. lot)

Mixed Residential

Apartment

Local Retail

Commercial

Industry

Industry

Industry

Town House & Condominium

Planned Development

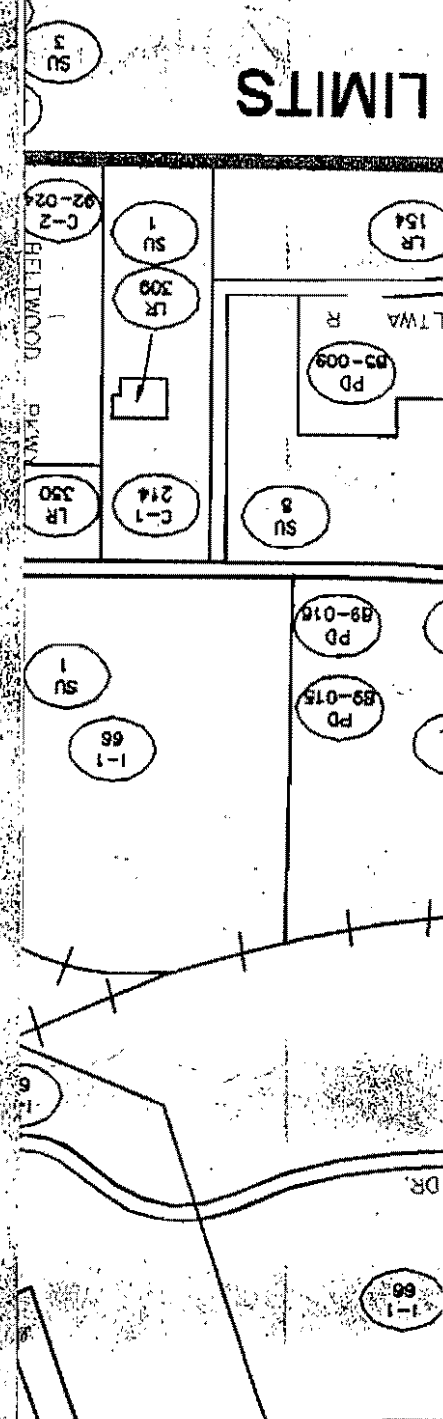
Urban Center

Public

- Zoning Designation
- Ordinance Number
- Special Use Permit
- No. of Permits on site

BRA

ARM



# Airport Capital Projects

4-2-02

\$  $10.4 \times 10^6$  W. Taxiway / Alternate Runway &  
Runway Overlay  
Design @ end of next year  
End of 2006, then do the overlay

Fuel Farm - (no grant) \$ 2.8 m 12-14 months  
T-Hangers (60) \$ 1.2 m to a grand total of  
\$ 3.4 m when all are replaced

Property Purchases - Driven by minimums? (1<sup>st</sup> choice  
4<sup>th</sup> choice is 2<sup>nd</sup> choice  
3<sup>rd</sup> choice  
4<sup>th</sup> Fuel Farms (2.8 m)

15,000.14  
13,700.88

18,000

March 6, 2002 Meeting  
Tape 1 of 2

4-2-02  
✓

Tape Position - 987 - complete study

1002 - Questions Barrett

1188 - Silver

1210 - Go across street? Not part of  
approval invest.

2<sup>nd</sup> part - move across street

1232 - Barrett

1277 - Frank - 1298 - program not completed

1312 - 2<sup>nd</sup> portion will be finalized  
(mayor not present)

1432 - when complete phase II - 3 months  
final report

1450 - Way - -

1532 - Silver - alt fuel farm site

1640 - Way - cleanup cost

2530 Council have any more questions -



March 19, 2002

Mr. James Pierce, P.E.  
Town of Addison  
16801 Westgrove Drive  
Addison, Texas 75001-0144

**Re: Letter of Transmittal  
Phase II Environmental Site Assessment  
Addison Airport  
Addison, Texas**

Dear Mr. Pierce:

Transmitted with this letter are four (4) copies of the Interim Status Report for the above referenced project as presented in our proposal. Also transmitted is one (1) copy of the soil vapor program conducted by Exploration Technologies, Inc. (ETI). The copy of the ETI report includes color plates for the various soil vapor parameters evaluated. A reproduced black and white version of the ETI report is included as Attachment A in our Interim Status Report.

Washington appreciates this opportunity to be of service to the Town and looks forward to completing this study. If you have any questions, please call me at 713.852.3035. If I am not available at the time of your call, please call Ron Bowlin at 713.852.3030.

Sincerely,  
**WASHINGTON GROUP INTERNATIONAL**

  
Paul R. Wild  
Manager of Environmental Services

Incl: 4 copies

*3 copies to Mark Acevedo 3-20-02*

Addison!

JIM PIERCE, P.E.  
Assistant Public Works Director  
(972) 450-2879  
(972) 450-2837 FAX  
jpierce@ci.addison.tx.us

Town of Addison 16801 Westgrove Dr. P.O. Box 9010, Addison, Texas 75001-9010

3-18-02

Mark. Chris gave me this AM.

Suggest you send the original  
to Paul Wild and give them  
notice to proceed. I kept a  
copy for me & made a copy for  
you. Carmen has the other  
original.

Jim



Wednesday, February 27, 2002  
WGI Project No. 25361  
QP&ES 02-E002

Mr. Mark Acevedo  
Administrator  
Facilities & Fleet Services  
Town of Addison  
P.O. Box 9010  
Addison, TX 75001-9010

**PROPOSED SCOPE OF WORK  
FOR  
SUPPLEMENTAL CONSULTATION SERVICES  
PHASE II ENVIRONMENTAL SITE ASSESSMENT  
ADDISON AIRPORT FUEL FARM  
ADDISON, TEXAS**

Dear Mr. Acevedo:

In accordance with your instructions during our meeting on February 20, we are forwarding to you our proposal to provide supplemental consultation services to assist the Town of Addison in developing a strategy for managing the Fuel Area at Addison Airport.

**Background**

The Town of Addison retained Washington Group International, Inc., (Washington) to conduct a Phase II Environmental Site Assessment of the Fuel Area at Addison Airport. We conducted a soil vapor survey and some limited soil and groundwater sampling and testing to gain a general understanding of baseline subsurface conditions for hydrocarbon contamination. The preliminary findings of the first portion (Tasks 1 to 4) of the study were presented to the Town during a meeting on December 20, 2002. The preliminary findings indicated the presence of hydrocarbons in soil and groundwater at concentrations exceeding Texas Natural Resource Conservation Commission (TNRCC) Action Limits, or those concentrations above which TNRCC requires additional investigation and/or remediation. Based on these findings, the Town directed us to develop a program for presentation to the Town Council and cost estimates for possible Fuel Area upgrading or new construction. The scope of work and pricing to comply with the Town's directive is presented in the following sections.

The Town also directed us to develop the final scope of work to complete the remaining Phase II ESA work, which consists of complete delineation of the extent and magnitude of the subsurface contamination. The scope of work to complete the remaining work will be submitted under separate cover.

### **Scope of Work**

We will conduct three tasks that are in addition to the tasks presented in our December 13, 2001 proposal for the Phase II ESA, consisting of (1) making a presentation to the Town Council to explain the findings to date of our study, (2) conducting a detailed regulatory analysis to identify specific TNRCC underground storage tank regulations for (a) evaluating Fuel Area compliance and (b) identifying regulations that must be accounted for in any engineering design work for upgrade or new construction, and (3) developing cost estimates to (a) upgrade the existing Fuel Area to become compliant with TNRCC regulations and to (b) design and build a new Fuel Area.

**Task 1 - Presentation.** We will develop a presentation format that is geared toward graphically demonstrating to the Town Council the extent and magnitude of the subsurface contamination determined to date. We will attempt to make the presentation as simple as possible, bearing in mind the probable non-technical backgrounds of the Council members. Technical issues will be addressed only to the extent necessary to give a general understanding to Council members of the steps taken to derive the data. We will provide handouts of the presentation slides and/or figures for Council members and Town management personnel. The presentation will be conducted with PowerPoint or some similar means of graphically displaying the findings.

The actual presentation will be conducted by Washington's Project Manager, Field Manager, and Airport Engineer. We will make the presentation on Wednesday, March 6, 2002, at the 7 p.m. hearing, assuming the current schedule remains the same. Before the Council hearing begins, we would recommend a dry run of the presentation before Town management personnel. To that end, we have made provisions to be at the Town during the normal working hours of March 6.

**Task 2 - Regulatory Analysis.** During the February 20 meeting, the Town indicated a desire to know the regulatory implications of the Fuel Area operations. Specifically, the desire was stated to know the specific TNRCC regulations by name and number that dictate how the tanks are to be managed. This exercise is necessary in any case to determine which regulations affect either an upgrading program for the existing tanks or a design/build scenario for a new tank farm. Washington's Airport Engineer will need to know the specific design requirements that are stated in the regulations for either scenario.

We will conduct a thorough review of the regulations found in 30 Texas Administrative Code 334, Underground and Aboveground Storage Tanks, to identify those regulations pertaining to design and operations criteria. Additionally, to the extent possible, we will identify those regulations that appear to be violated by the Fuel Area operations. We do not have detailed operation logs and tank system design drawings, such that this effort will be based on what we could see at the surface during previous reconnaissance of the Fuel Area and a general understanding of operational histories. We will not address tank registration, fees, or other administrative criteria that, although important, are not germane to this effort. When necessary for purposes of clarification, we will also speak with TNRCC personnel to gain an understanding of their interpretation of the regulations. We will speak with agency personnel in a generic sense without reference to the Town.



**Task 3 - Cost Estimates.** Based on the specific regulations of 30 TAC 334 and good engineering practice, our Airport Engineer will develop two cost estimates, one to upgrade the existing Fuel Area and a second to design and build a new tank farm. We will not take into consideration remediation costs since we do not know what, if any, remedial actions will be required by TNRCC. The Airport Engineer will develop some basic drawings in CAD to assist in establishing an upgrade and design basis, but we have made no provisions for development of detailed construction drawings and related documents (P&IDs, isometrics, PFDs, material takeoffs, bid tabs).

**Price**

The **Lump Sum** price to conduct Task 1 through Task 3 as one program is \$9900. This price includes (1) labor for development of the presentation, development of the cost estimates and associated drawings, regulatory analysis, and the actual presentation; and (2) expenses for travel from Denver and Houston, including food and lodging, and reproduction for presentation material handouts.

**Scope of Work Acceptance**

If you accept this scope of work, please sign below or forward us a signed Purchase Order or similar authorizing document that references this Scope of Work. This work will be conducted as a supplement to the agreement for the Phase II ESA, as previously approved by Mr. Ron Whitehead.


**Closing Remarks**

We are pleased to have this opportunity to serve the Town of Addison and to demonstrate our breadth of capabilities. We look forward to working with you.

Sincerely,  
**WASHINGTON GROUP INTERNATIONAL**  
**TNRCC RCAS 00169**



Paul R. Wild  
Manager of Environmental Services  
TNRCC CAPM00385

Accepted By:   
Ron Whitehead  
City Manager

Date: 3-19-02

To Liz Oliphant 211-522-9947 (fax)

on the fuel farm area

(revised draft for approval)

### Interim Environmental Report Presented

On March 6, the City Council of the Town of Addison received a project status briefing from the Washington Infrastructure Group who is conducting an Environmental Site Assessment of the fuel storage area at Addison Airport.

At the request of the City Council in 1998, Camp, Dresser, McKee conducted a Phase I environmental assessment of the airport. The Phase I report indicated several areas of the airport that required further environmental assessment. The Town requested a Phase II environmental study be performed and a number of firms responded to the Town's advertised request for proposal. Washington Infrastructure Group was selected to perform the Phase II study.

Washington's current study involves only the fuel storage area that has been in use for more than 30 years. Many of the underground tanks are nearing the end of their useful life and some have been abandoned. Ten of the 29 known tanks are not being used but still contain fuel. Over the 30-year period, it is estimated that ~~thousands of gallons of fuel have~~ been released into the environment.

<sup>was</sup> The March 6 interim report, based on soil vapor samplings conducted at more than 80 locations in and around the fuel farm as well as soil borings, indicated the presence of a variety of hydrocarbon components in the soil. The presence of methane gas in the gas vapor samples indicate that natural attenuation is occurring, that is, bacteria in the soil is acting on the hydrocarbons, thereby cleansing the soil and returning it to its pre-spill condition.

The consultant report indicates that the fuel farm is not in compliance with current Texas Natural Resource Conservation Commission regulations. While the interim report indicates that natural attenuation efforts are helping clean up the site, with the continued operation of the fuel farm, more spills are likely to occur and additional remediation efforts may be needed.

The consulting group compared costs of relocating the fuel farm to a new site with replacement of needed equipment at the current site (in order to bring it into compliance with government regulations). Estimates would range from \$1.6 million to upgrade and repair the existing location to \$1.9 million for a new site. They also noted that if the repair option was chosen, removing existing tanks might reveal additional ~~pollution~~ that would have to be removed before construction could continue. This would seriously impair operations at the airport and could add to construction costs.

While the study will continue for several more months to more accurately determine the extent of contamination, the consultants recommended that the Council consider construction of a new fuel farm at a different site. Further contamination of the present site would be reduced by moving operations to another location, thereby saving additional remediation costs.

The final report is expected by early summer

a significant amount

soils  
(or affected soils)

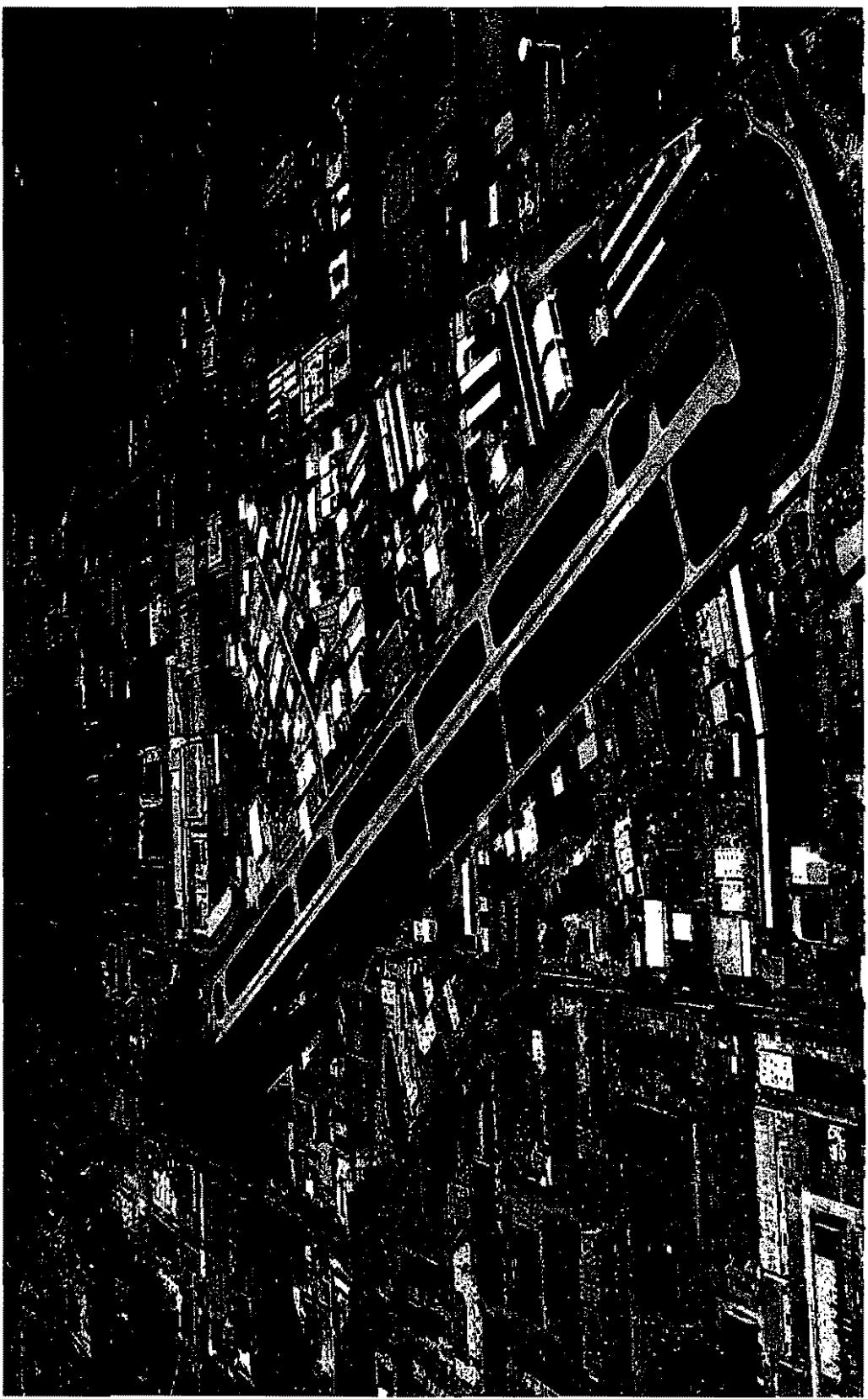
Jep comments 3-12-02

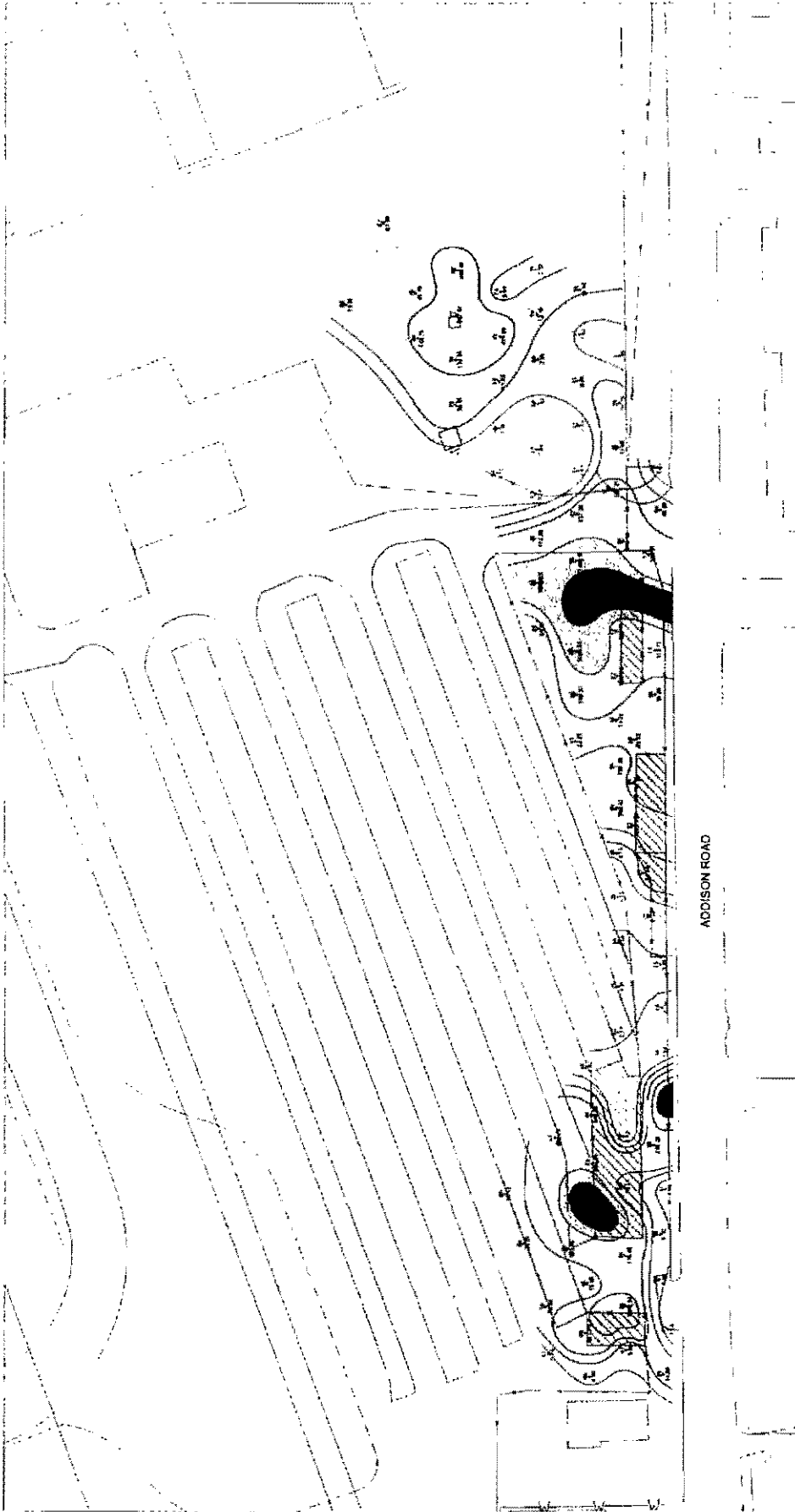
# **Project Status Briefing & Recommendations Environmental Site Assessment, Phase II Fuel Storage Area at Addison Airport**



Prepared for the Addison Town Leadership  
Presentation on March 6, 2002

Briefings and Presentation By:  
Paul Wild, Project Manager  
Ron Bowlin, Field Manager  
Sam Lundgren, P.E., Aviation Engineer

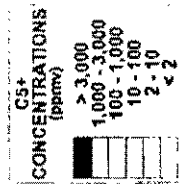


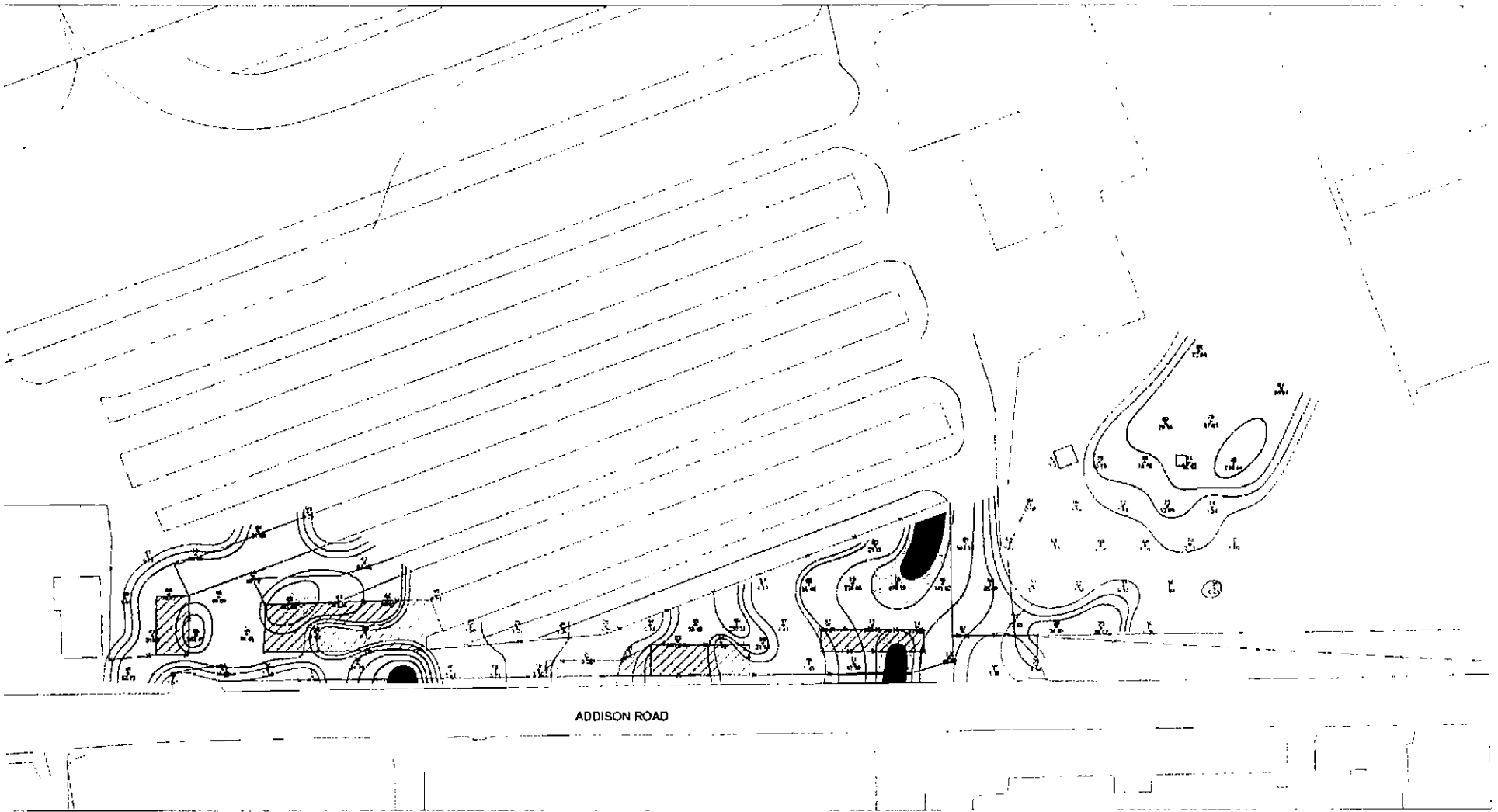


**Exploration Technology, Inc.**  
 10000 1st Avenue, Suite 100  
 Seattle, WA 98148  
 Phone: (206) 461-1111  
 Fax: (206) 461-1112  
 Email: info@explorationtech.com

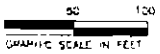
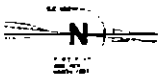
**Plate 8**  
 CS+ Concentrations  
 Alluvial Area  
 Alluvial Area  
 Alluvial Area


City of Everett  
 10000 1st Avenue, Suite 100  
 Everett, WA 98201  
 Phone: (425) 336-1111  
 Fax: (425) 336-1112  
 Email: info@cityofeverett.com



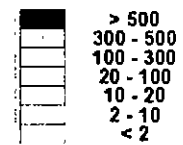



ADDISON ROAD



**LEGEND**  
 Area Containing USTs

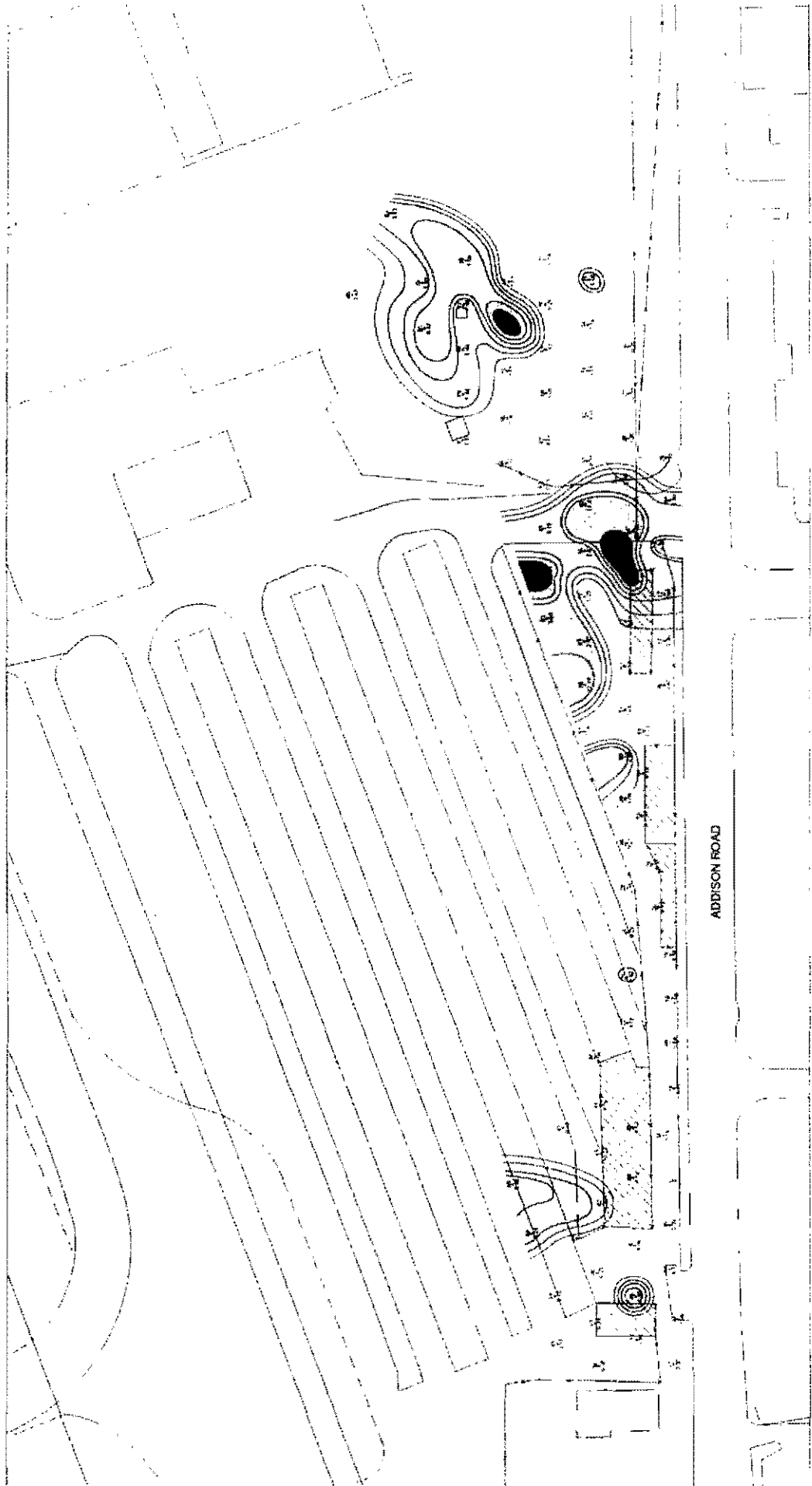
**TOTAL BTEX CONCENTRATIONS (ppmv)**

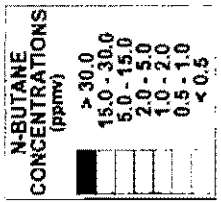
Exploration Technology, Inc.  
 10000 1st Avenue, Suite 100  
 Everett, WA 98203  
 Phone: (425) 255-1111  
 Fax: (425) 255-1112  
 Email: info@explorationtech.com

**P1316 6**  
 Total BTEX Concentrations (ppmv)  
 Addison Road  
 Everett, WA  
 Washington

Site Map Worksheet  
 Date: 11/15/2004  
 Drawn: J. J. [unreadable]  
 Checked: [unreadable]



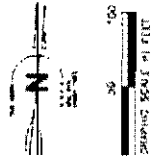
ADDISON ROAD



**Investigation Technologies, Inc.**  
 1400 15th Street, NW  
 Washington, DC 20005  
 (202) 462-1000  
 Fax: (202) 462-1001  
 www.iti.com

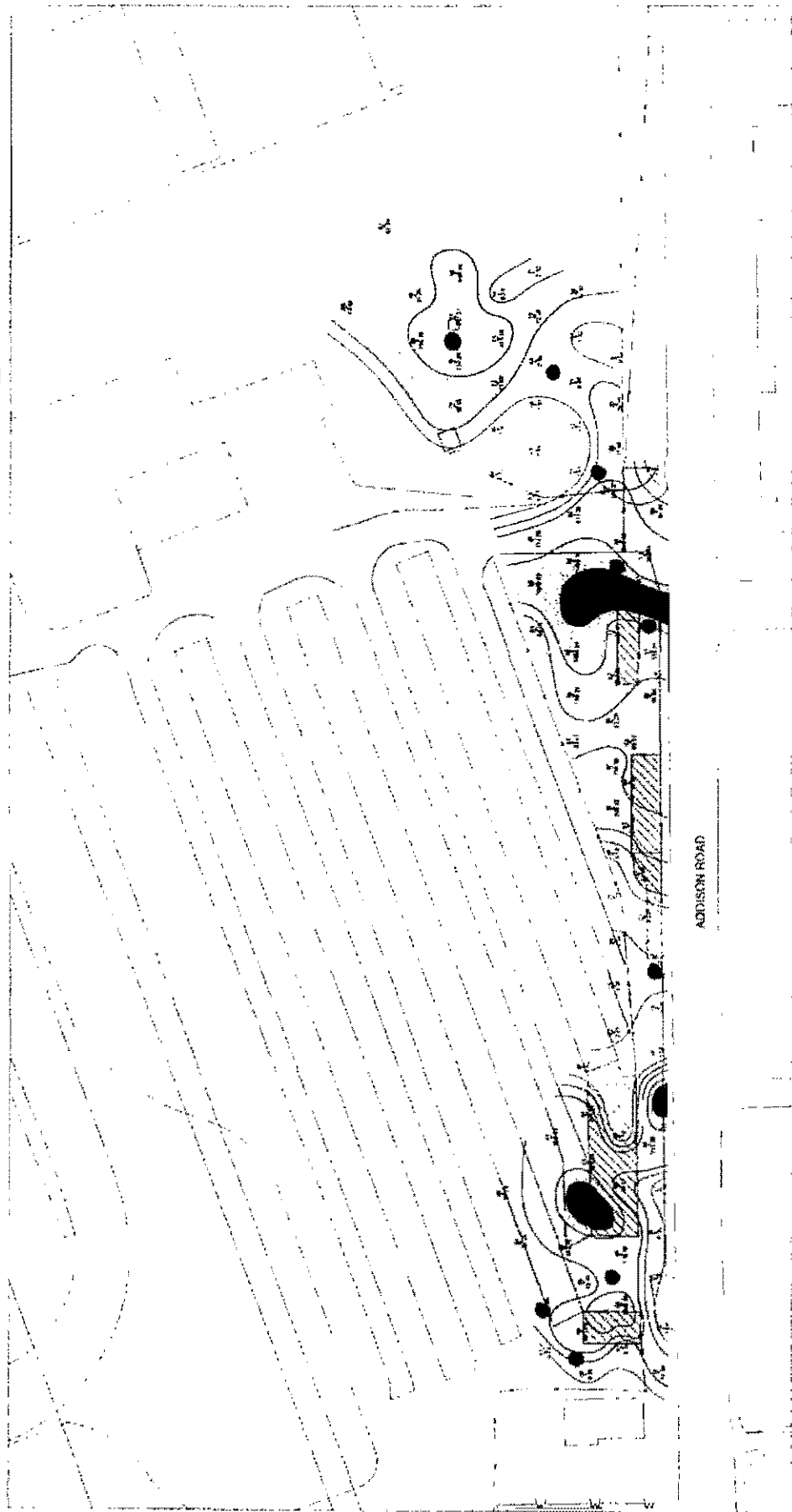
**Plate 4**  
 N-Butane Concentrations  
 Addison Road  
 10/13/00  
 10/13/00  
 10/13/00

**Investigation Technologies, Inc.**  
 1400 15th Street, NW  
 Washington, DC 20005  
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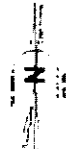
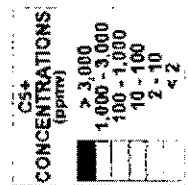




**Washington Environmental Services, Inc.**  
 11000 1st Avenue, Suite 200  
 Seattle, WA 98108  
 Phone: (206) 465-1000  
 Fax: (206) 465-1001  
 Website: www.washingtonenvironmental.com

**Project:** [Illegible]  
**Date:** [Illegible]  
**Scale:** [Illegible]

**Prepared by:** [Illegible]  
**Checked by:** [Illegible]  
**Approved by:** [Illegible]



**LEGEND**  
 Areas Containing USts

**Scale**  
 1" = 50'



**SUMMARY OF ANALYTICAL RESULTS (MG/KG)**

Parameter	SAMPLE LOCATION											
	Sample Loc.	PB-1	PB-2	PB-3	PB-4	PB-5	PB-6	PB-7	PB-8	PB-9	PB-10	PB-4W
Depth, ft (PID, ppm)	5-6 (96)	7-8 (93)	2-4 (275)	6-7 (3)	5-6 (0)	5-6 (130)	3-4 (0)	4-5 (0)	3-4 (250)	4-5 (300)		
Benzene									2.2			
Toluene	0.005	0.005J	0.005	0.009	0.012	0.012	0.006J	0.008	0.170J	0.11		
Ethylbenzene			0.065						6.2			
Xylenes +	0.002J	0.002J	0.002J	0.003J	0.002J	0.002J			1.75			
MTBE									2.4			
C6 - C12	440		570			59			42	480		
C12 - C28	1000		1200			100				1200	2 mg/L	

**Action Levels:**

**Benzene: 0.5 MG/KG**

**TPH: 100 MG/KG**



**TNRCC Regulations Suspected to be Violated by Addison Airport Fuel Area**

Item No.	Regulation No.	Description	Sub Rule
1	30 TAC 334.47 (b)	Minimum upgrading requirements for existing UST systems	(1) must have tank integrity assessment and installation of cathodic protection system (CPS) by 12/22/98
2			(A) tank integrity assessment by one or more of:
3			(i) release detection monitoring by automatic tank gauging and inventory control [334.50(d)(4)]; or vapor monitoring in UST excavation zone backfill with 334.46(g)(3)(B)(ii)-compliant wells [334.50(d)(5)]; or groundwater monitoring where water level not > 20 ft bgs in backfill not < 0.01 cm/s hydraulic conductivity [334.50(d)(6)]; or interstitial vapor/liquid monitoring for double-walled USTs [334.50(d)(7)]; or vapor/liquid monitoring in secondary containment barriers [334.50(d)(8)]
4			(ii) tank tightness testing before installation of CPS and 3 - 6 mos. afterward
5			(iii) site assessment/release determination before installation of interior lining
6			(2) after 12/22/94, must have spill and overflow prevention equipment in accordance with 334.51(b), consisting of: tight fill fittings [334.51(b)(2)(A)]; spill containment equipment such as liquid-tight catchments, manways, risers, sumps [334.51(b)(2)(B)]; overflow prevention equipment such as automatic shut off valves or flow restrictors [334.51(b)(2)(C)]
7			(3) release detection for piping
8			(A) after 12/22/90, all piping must be compliant with 334.50(b)(2)(A), including (i) automatic line leak detection and (ii) testing or monitoring of lines by one or more of (i) tightness testing or (ii) one of the methods listed in Item 3 [334.50(d)(5-8)]
9			(B) requirements for suction and gravity flow piping
10			(i) each line must be either (i) tested once per 3 years by tightness testing or (ii) monitored once per month using one of the methods listed in Item 3 [334.50(d)(5 - 8)]
11			(4) adding release detection for tanks no later than 12/22/93 in accordance with 334.50(b)(1), which requires leak detection by methods listed in Item 3 [334.50(d)(4-8)]
12			30 TAC 334.54
13			(c) protected and monitored UST systems may remain out of service if (1) protected from corrosion under 334.49 and (2) monitored for releases under 334.50
14			(d) unprotected and unmonitored systems must be subjected to procedures to permanently remove USTs from service or bring them back into service after 10 months continuous non-service and be complete by 12 months in the process of reintroducing service or permanent removal from service



## **Environmental Deficiencies of the Existing Airport Underground Fuel Storage and Dispensing Systems**

### **EPA and TNRCC Requirements:**

- **Either double-wall UST or UST installed in a containment vessel or UST encased in a corrosion proof material (Currently only required for new construction in Texas)**
- **Requirement for installation of corrosion protection system on all USTs**
- **Installation of positive overflow prevention systems on all USTs**
- **Leak detection alarm system installed for all USTs**
- **Requirement for tightness testing of UST and underground piping**
- **Requirement for spill protection and collection device or berming**
- **TNRCC requirement for gasoline vapor entrapment and collection in air quality non-attainment areas (greater Dallas-Ft Worth)**
- **TNRCC reporting, clean-up, and close-out requirements**
- **OSHA requirement for emergency shut-off switch, alarm, and eyewash unit**



## **Reasons to Replace Underground Fuel Storage Tanks**

- **Probability that TNRCC will allow Natural Attenuation of existing fuel contaminated subsurface soils if source is removed**
- **Provides credibility for the Town under the Voluntary Clean-up Program (Innocent Landowner) and allows determination of liability for existing contamination**
- **The existing USTs are old (installed late 50's to early 60's), cathodic corrosion protection systems are marginal on old tanks, and they must be replaced eventually**
- **The new Texas Risk Reduction Program (TRRP) will institute more flexible yet possibly stricter standards required for corrective action and clean-up levels**
- **Eventually, TNRCC will adopt current EPA (interstate) standards**
- **The Airport/Town needs a system to control fuel storage operations**



# Replacement of Existing Underground Fuel Storage and Dispensing Systems

## Estimate to Upgrade System in Accordance with Current TNRCC Standards:

• UST Excavation & Removal (@\$3000/tank)	\$ 54,000
• Double Wall Storage Tanks (@ \$2.50/gal installed)	\$ 875,000
• Surface Containment Structures & O/W Separator	\$ 40,000
• New Controls, Vapor Cap and Equipment	\$ 350,000
• Clean Backfill & Haul	\$ 8,000
• Miscellaneous (permits, shoring & barricades)	\$ 7,000
• Contingencies (20%)	<u>\$ 266,000</u>
• Total	\$ 1,600,000

**Note:** Replacement costs are for the existing operating tanks, assuming all pumps, meters, piping, and valves are not salvageable and are to be replaced during double wall tank installation (18 USTs must be removed to provide room for the replacement tanks). Does not include costs for environmental remediation of contaminated soil and groundwater; however, TNRCC may require some subsurface clean-up prior to installation.

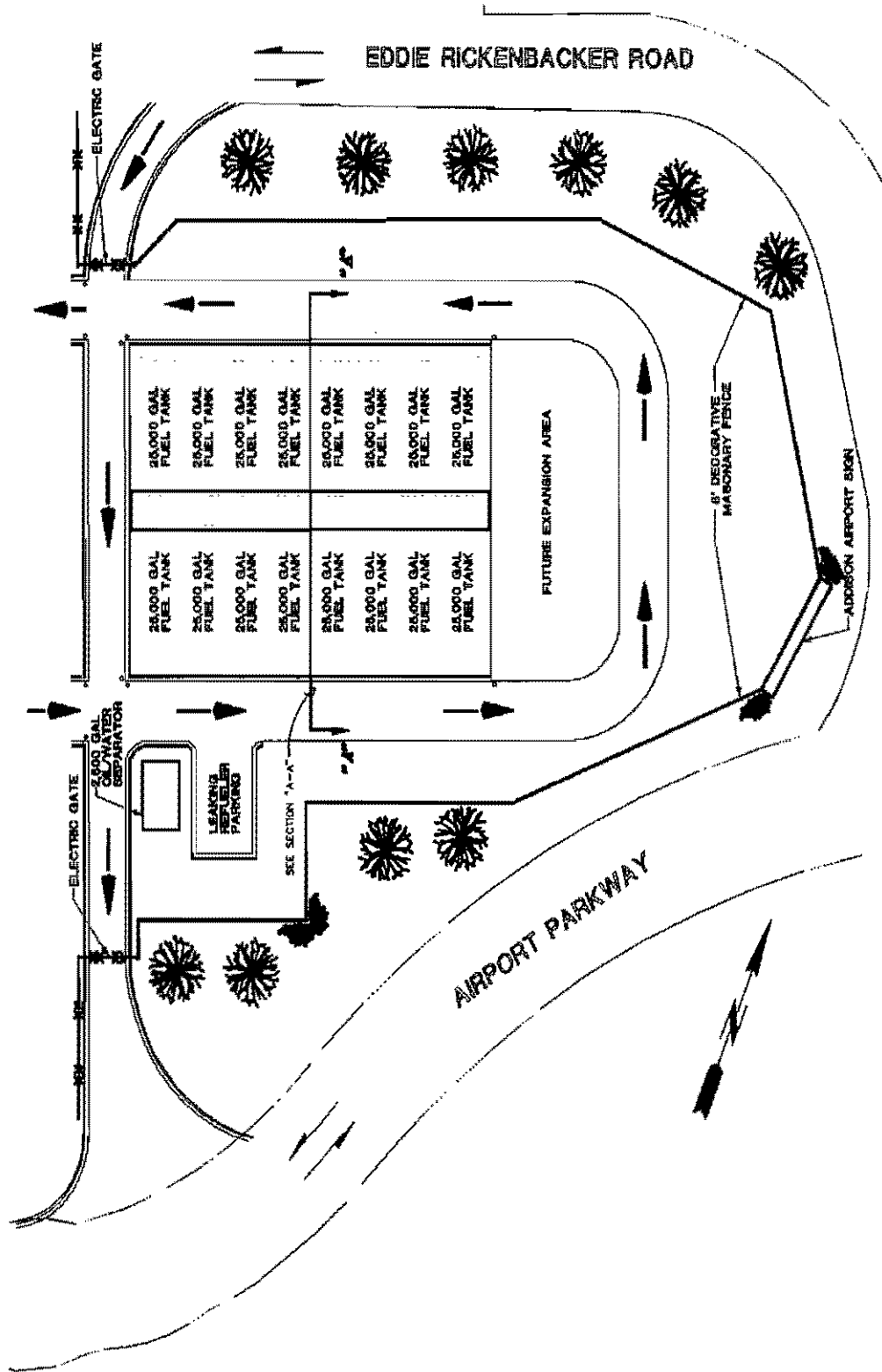


## **New Bulk Fuel Storage and Dispensing Facility**

### **New Facility Construction Estimate:**

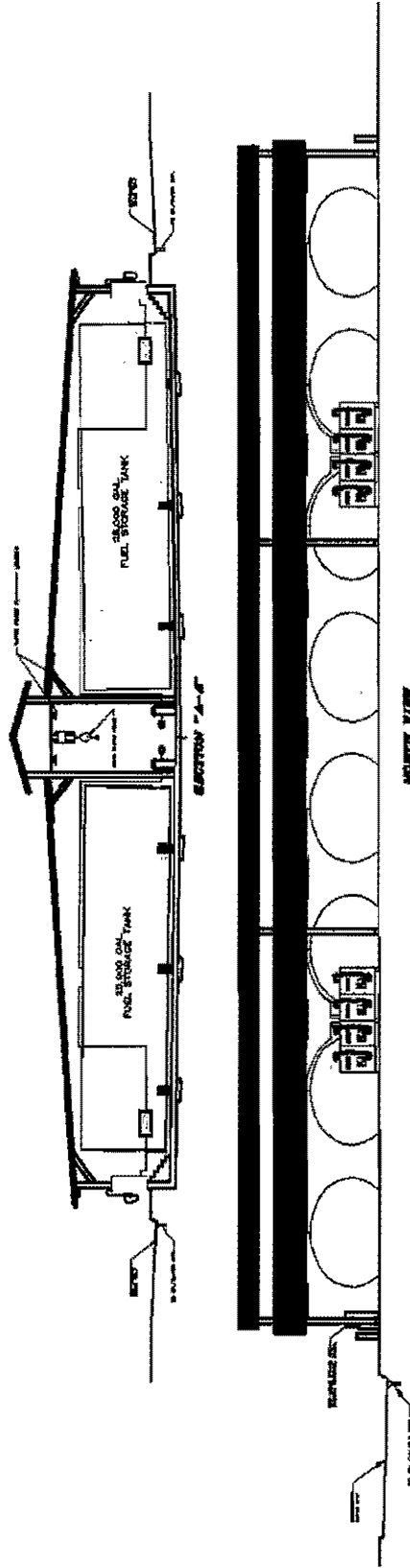


**Note: New construction consists of sixteen 25,000 gal tanks in a stand-alone, covered facility.**



**PROJECT SITE PLAN**







## **New Airport Fuel Storage and Dispensing Facility**

### **Off-Load Systems:**

- **Overflow protection with automatic valve closure and pump stop**
- **Infrared particle contamination monitor with pump stop**
- **Fuel filter with water separator and high level/pressure shut-off**
- **Digital fuel flow meter**

### **Fuel Dispensing Systems:**

- **Final in-line filter**
- **Truck fill auto shut-off**
- **Dispensing unit reader and digital fuel flow meter**

### **Facility Safety Systems:**

- **Remote emergency pump shut-off switch**
- **Emergency alarm system, direct connection to police & fire**
- **Fuel product leak detection system with alarm**
- **Vehicle-facility grounding system**
- **Full washdown capability**
- **Oil-water separator connected to containment areas**
- **Emergency eye wash units**
- **Fire protection system**
- **Integrated control panel**



## **Underground Fuel Storage and Dispensing System Upgrade Costs at other locations**

- **Replace & Upgrade a Two-UST Fuel System at McKinney Municipal Airport, December 1999, Total Construction Cost: \$198,782**
- **Replace and Remove UST Fuel System with Two 20,000 bbl Above-Ground Jet Fuel Storage Tanks at Phoenix ANG Base, August 1998, Total Construction Cost: \$4.750 million, or about \$95,250 per 25,000 gal of storage/equip**
- **Replace UST with Above-Ground Storage Tanks at Denton Municipal Airport: \$42,000 to pull four 12,000 gal USTs (no clean-up) and \$260,000 to install four 12,000 gal Above-Ground Tanks**
- **Two new 4,000 bbl Above-Ground Jet Fuel Storage Tanks for SWA at El Paso International Airport, June 2001, Total Construction Cost: \$3.1 million, including equipment, piping, and QC/Operations Building, or about \$180,000 per 25,000 gal of storage/equip**



## **SUMMARY**

- **Majority of tanks are over 30 years old and may be leaking**
- **Thousands of gallons of fuel has been released to the environment**
- **A spill of 1500 gallons occurred within the last month**
- **Currently, 10 of 29 tanks are not being used, but contain fuel**
- **Soil and perhaps ground water contamination are migrating to the West under the T-Hangars and to the East, under the road**
- **Remediation will be required by the TNRCC; natural attenuation is a very probable option. But, COMPLETE definition of the extent of contamination must be identified**
- **Tank farm is not complying with current regulations**
- **Either the existing system must be brought into compliance or a new facility constructed**
- **A new, aesthetic and compliant fuel farm can be constructed at costs similar to major renovation of the existing tank farm**



Wednesday, February 27, 2002  
WGI Project No. 25361  
QP&ES 02-E002

Mr. Mark Acevedo  
Administrator  
Facilities & Fleet Services  
Town of Addison  
P.O. Box 9010  
Addison, TX 75001-9010

**PROPOSED SCOPE OF WORK  
FOR  
SUPPLEMENTAL CONSULTATION SERVICES  
PHASE II ENVIRONMENTAL SITE ASSESSMENT  
ADDISON AIRPORT FUEL FARM  
ADDISON, TEXAS**

Dear Mr. Acevedo:

In accordance with your instructions during our meeting on February 20, we are forwarding to you our proposal to provide supplemental consultation services to assist the Town of Addison in developing a strategy for managing the Fuel Area at Addison Airport.

**Background**

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### Scope of Work

*Should know this*

We will conduct three tasks that are in addition to the tasks presented in our December 13, 2001 proposal for the Phase II ESA, consisting of (1) making a presentation to the Town Council to explain the findings to date of our study, (2) conducting a detailed regulatory analysis to identify specific TNRCC underground storage tank regulations for (a) evaluating Fuel Area compliance and (b) identifying regulations that must be accounted for in any engineering design work for upgrade or new construction, and (3) developing cost estimates to (a) upgrade the existing Fuel Area to become compliant with TNRCC regulations and to (b) design and build a new Fuel Area.

**Task 1 - Presentation.** We will develop a presentation format that is geared toward graphically demonstrating to the Town Council the extent and magnitude of the subsurface contamination determined to date. We will attempt to make the presentation as simple as possible, bearing in mind the probable non-technical backgrounds of the Council members. Technical issues will be addressed only to the extent necessary to give a general understanding to Council members of the steps taken to derive the data. We will provide handouts of the presentation slides and/or figures for Council members and Town management personnel. The presentation will be conducted with PowerPoint or some similar means of graphically displaying the findings.

The actual presentation will be conducted by Washington's Project Manager, Field Manager, and Airport Engineer. We will make the presentation on Wednesday, March 6, 2002, at the 7 p.m. hearing, assuming the current schedule remains the same. Before the Council hearing begins, we would recommend a dry run of the presentation before Town management personnel. To that end, we have made provisions to be at the Town during the normal working hours of March 6.

*?*

**Task 2 - Regulatory Analysis.** During the February 20 meeting, the Town indicated a desire to know the regulatory implications of the Fuel Area operations. Specifically, the desire was stated to know the specific TNRCC regulations by name and number that dictate how the tanks are to be managed. This exercise is necessary in any case to determine which regulations affect either an upgrading program for the existing tanks or a design/build scenario for a new tank farm. Washington's Airport Engineer will need to know the specific design requirements that are stated in the regulations for either scenario.

*therefore*

We will conduct a thorough review of the regulations found in 30 Texas Administrative Code 334, Underground and Aboveground Storage Tanks, to identify those regulations pertaining to design and operations criteria. Additionally, to the extent possible, we will identify those regulations that appear to be violated by the Fuel Area operations. We do not have detailed operation logs and tank system design drawings, ~~such that~~ this effort will be based on what we could see at the surface during previous reconnaissance of the Fuel Area and a general understanding of operational histories. We will not address tank registration, fees, or other administrative criteria that, although important, are not germane to this effort. When necessary for purposes of clarification, we will also speak with TNRCC personnel to gain an understanding of their interpretation of the regulations. We will speak with agency personnel in a generic sense without reference to the Town.

**Task 3 - Cost Estimates.** Based on the specific regulations of 30 TAC 334 and good engineering practice, our Airport Engineer will develop two cost estimates, one to upgrade the existing Fuel Area and a second to design and build a new tank farm. We will not take into consideration remediation costs since we do not know what, if any, remedial actions will be required by TNRCC. The Airport Engineer will develop some basic drawings in CAD to assist in establishing an upgrade and design basis, but we have made no provisions for development of detailed construction drawings and related documents (P&IDs, isometrics, PFDs, material takeoffs, bid tabs).

**Price**

The **Lump Sum** price to conduct Task 1 through Task 3 as one program is \$9900. This price includes (1) labor for development of the presentation, development of the cost estimates and associated drawings, regulatory analysis, and the actual presentation; and (2) expenses for travel from Denver and Houston, including food and lodging, and reproduction for presentation material handouts.

**Scope of Work Acceptance**

If you accept this scope of work, please sign below or forward us a signed Purchase Order or similar authorizing document that references this Scope of Work. This work will be conducted as a supplement to the agreement for the Phase II ESA, as previously approved by Mr. Ron Whitehead.

**Closing Remarks**

We are pleased to have this opportunity to serve the Town of Addison and to demonstrate our breadth of capabilities. We look forward to working with you.

Sincerely,  
**WASHINGTON GROUP INTERNATIONAL**  
**TNRCC RCAS 00169**



Paul R. Wild  
Manager of Environmental Services  
TNRCC CAPM00385

Accepted By: \_\_\_\_\_

Ron Whitehead  
City Manager

Date: \_\_\_\_\_

## Jim Pierce

---

**From:** paul.wild@wgint.com  
**Sent:** Wednesday, February 27, 2002 3:23 PM  
**To:** Macevedo@Ci. Addison. Tx. Us  
**Cc:** Jpierce@Ci. Addison. Tx. Us; David\_Pearce@staubach. com; Samuel G Lundgren; Ron Bowlin

Mark, thanks for the call. As I mentioned on the phone, we see the project developing in the following fashion:

1. Make the presentation to the Council and get any feedback that we can reasonably address in the final report for the first part of our study.
2. Provide final report on the study the week after the presentation, in the 3/11 to 3/13 timeframe.
3. Allow Town to digest report.
4. Conference call between Town and Washington sometime during the week of 3/18 at Town's convenience to discuss final scope of work. Three items to include in discussion: (a) possibility of using existing monitoring wells to support the study; (b) plan for accessing street and adjacent properties to complete the soil gas survey; (c) estimate the final number of borings and wells with associated testing needed to characterize extent and magnitude of subsurface contamination.
5. Develop final scope of work based on agreed program from conference call. Submit late in week for week of 3/18 or early week of 3/25.
6. Assuming final approval, proceed with second part of study early April.

I hope this helps. Let me know if anything needs clarification. Thanks for your feedback.

Paul



Airport Phase II Env. Assess.

7-20-02

Meeting @ Airport w Wild & Bolen & Lundgren

Soil Vapor survey - measures aerial extent

Methane & CO<sub>2</sub> measured

40' grid

In lab C<sub>5</sub> + hydrocarbons

BTEX

Map - C<sub>5</sub><sup>+</sup> Red > 3000 ppmV

BTEX Red > 500 ppmV

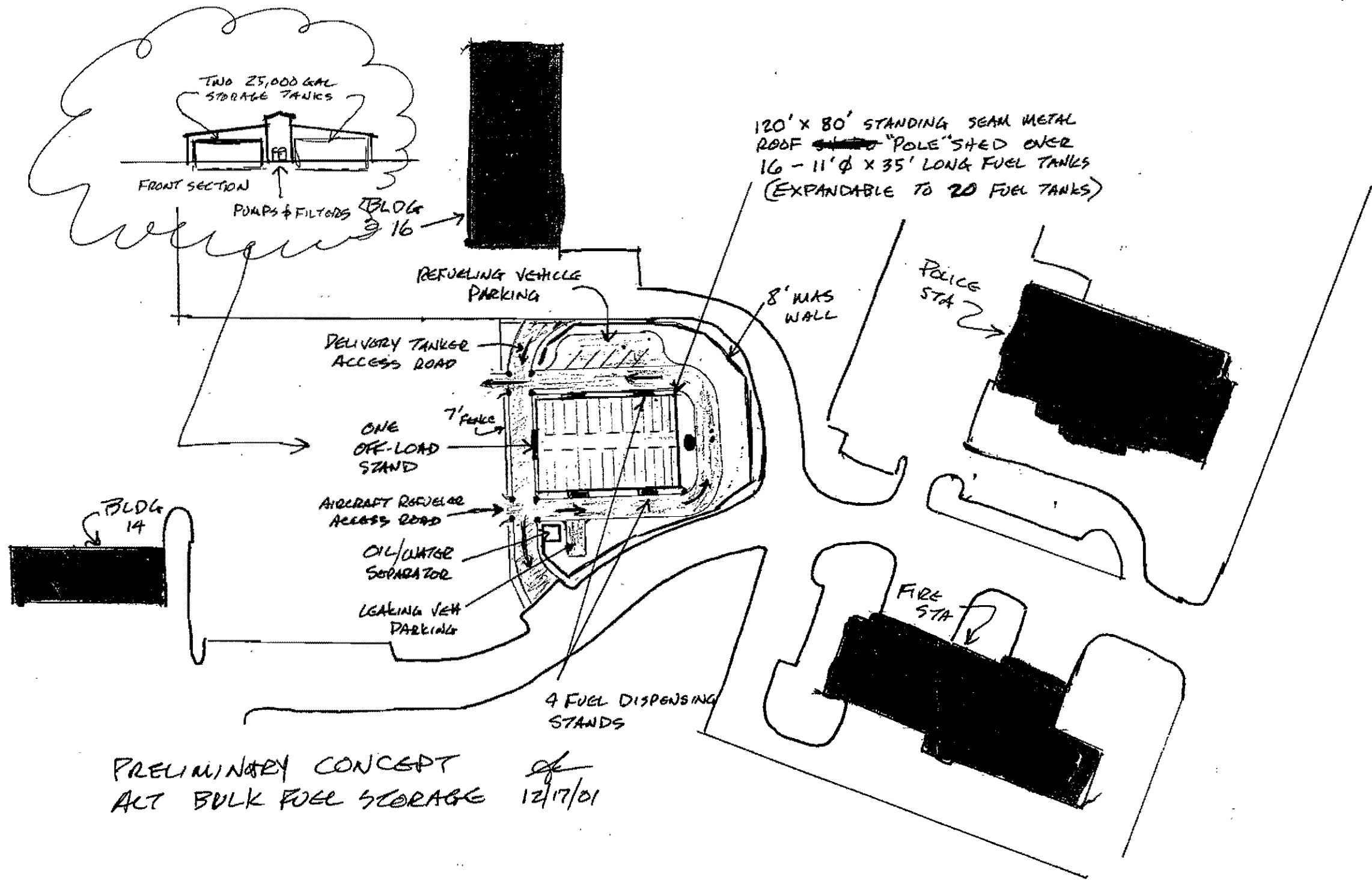
Propane - very volatile - recent activity

N-Butane - ~~less~~ volatile - less recent

Methane - Indicates biological activity

In soils, Benzene & TPH were above action levels

Week of March - 6<sup>th</sup> & 7<sup>th</sup> - meet with Council @  
work session.



PRELIMINARY CONCEPT  
 ACT BULK FUEL STORAGE 12/17/01

SCALE 1" = 100'



Phase II Env. Assessment

1-28-02

Telcon w Paul Wild, Ron Bowlin

In one week will have maps generated.

Things went well.

Old Chevron dispensing station - hits  
a number of hot spots.

Multi User fuel farm, @ gate and to  
dispenser area. Linear/pipeline

Strong odors, high hits

6-7' to bedrock - silty clays / interbedded sand  
Cherry Air hits too.

Chromatogram - distinct jet fuel & gasoline  
found a "different" signature

In center of farm, soil vapor better.

Collected 10 soil samples at hi hit areas

Used push probe technique, got 1 GW sample

Should have a letter summary of activity  
by Feb 6<sup>th</sup>

Found 7 or 8 locked monitoring wells.



**Terry Payne & Co., Inc.**  
INSURANCE • BONDS

January 22, 2002

Mr. James Pierce  
Town of Addison  
P.O. Box 9010  
Addison, TX 75001-9010

*Via Mail & Fax*

RE: Certificate of Insurance  
Washington Group International, Inc.

Dear James,

Per our client's request, enclosed are certificates of insurance for the above referenced. There are two separate certificates. One has three pages, and it evidences all required coverages - except the Environmental Liability requested in the contract. The Environmental/Pollution coverage is shown on a separate, single page, certificate.

Please call if you have any questions.

Thank you!

Sincerely,

Jenny Skillicorn

Encl.

cc: Karen Frans, Risk Management  
Ron Bowlin, WGI - Houston, TX (Via Fax)  
Charles Nash, WGI - Houston, TX (Via Mail)

**ACORD CERTIFICATE OF LIABILITY INSURANCE** DATE (MM/DD/YY) 01/17/2002

**PRODUCER** Terry Payne & Co., Inc.  
P.O. Box 16130  
Missoula, MT 59808  
406-728-4050

Serial # 3181

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

**COMPANIES AFFORDING COVERAGE**

COMPANY A TRAVELERS INDEMNITY COMPANY OF ILLINOIS

**INSURED** WASHINGTON GROUP INTERNATIONAL, INC.  
9433 KIRBY DRIVE  
HOUSTON, TX 77054

COMPANY B TRAVELERS INDEMNITY COMPANY OF CT

COMPANY C LLOYDS OF LONDON

COMPANY D

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES, LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

CO LTR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS
A	<b>GENERAL LIABILITY</b> <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> OWNER'S & CONTRACTOR'S PROT <input checked="" type="checkbox"/> Agg. Applies Separately to Project	RTC2JGLSA-261T1514-99	4/1/99	4/1/02	GENERAL AGGREGATE \$ 3500000 PRODUCTS - COMPROP AGG \$ 3500000 PERSONAL & ADV INJURY \$ 2000000 EACH OCCURRENCE \$ 2000000 FIRE DAMAGE (Any one fire) \$ 2000000 MED EXP (Any one person) \$ 100000
B	<b>AUTOMOBILE LIABILITY</b> <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> NON-OWNED AUTOS	RTC2ECAP-260T9186-99	4/1/99	4/1/02	COMBINED SINGLE LIMIT \$ 2000000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE \$
	<b>GARAGE LIABILITY</b> <input type="checkbox"/> ANY AUTO				AUTO ONLY - EA ACCIDENT \$ OTHER THAN AUTO ONLY: EACH ACCIDENT \$ AGGREGATE \$
	<b>EXCESS LIABILITY</b> <input type="checkbox"/> UMBRELLA FORM <input type="checkbox"/> OTHER THAN UMBRELLA FORM				EACH OCCURRENCE \$ AGGREGATE \$
A	<b>WORKER'S COMPENSATION AND EMPLOYERS' LIABILITY</b> THE PROPRIETOR/PARTNERS/EXECUTIVE OFFICERS ARE: <input type="checkbox"/> INCL <input type="checkbox"/> EXCL	RTC2JUB-260T9149-99	4/1/99	4/1/02	<input checked="" type="checkbox"/> NO STATUTORY LIMITS <input type="checkbox"/> OTHER EL EACH ACCIDENT \$ 2000000 EL DISEASE - POLICY LIMIT \$ 2000000 EL DISEASE - EA EMPLOYEE \$ 2000000
C	<b>OTHER</b> SEE BELOW &/OR ATTACHED	LE9605136	10/01/96	10/1/03	

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/SPECIAL ITEMS  
 ARCHITECTS' AND ENGINEERS' PROFESSIONAL LIABILITY  
 UP TO \$2,000,000 COMBINED SINGLE LIMIT, EACH ACCIDENT  
 ALL RISK, SUBJECT TO POLICY TERMS, CONDITIONS AND DEDUCTIBLES

\*\* SEE ATTACHED \*\*

**CERTIFICATE HOLDER**

TOWN OF ADDISON  
P.O. BOX 9010  
ADDISON, TX 75001-9010

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING COMPANY WILL ENDEAVOR TO MAIL 30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO MAIL SUCH NOTICE SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE COMPANY, ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE  
*Jenny M. Skillicorn*

## DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/SPECIAL ITEMS

INSURED: Washington Group International, Inc.

HOLDER: Town of Addison  
P.O. Box 9010  
Addison, TX 75001-9010

RE: Collection of Soil Vapor, Soil, and Groundwater Samples to  
Characterize the Surface Conditions for a Phase II ESA.  
Washington Contract No. 25361

Town of Addison, Texas, and its Officials, Officers, Agents, and  
Employees are included as Additional Insureds in accordance with  
the attached policy endorsement language. (General Liability Only)

Town of Addison, Texas, and its Officials, Officers, Agents, and  
Employees are included as Additional Insureds.  
(Automobile Liability Only)

A Waiver of Subrogation in favor of all Assureds is included.

It is further understood and agreed that coverage provided by this  
policy shall be primary as to any other valid and collectible  
insurance.

SEVERABILITY OF INTERESTS (Cross Liability): It is agreed that the  
inclusion of more than one insured under this policy shall not  
operate to impair the rights of one insured against another insured  
and the coverage afforded by this policy shall apply as though  
separate policies had been issued to each insured. The inclusion  
of more than one insured shall not, however, operate to increase  
the limit of the company's liability.

\*\* Companies affording coverage include Lloyds of London &  
Participating Companies.

Signed by: Jenny M. Skillicorn  
Terry Fayne & Co., Inc.  
P.O. Box 16130  
Missoula, MT 59808

To be attached to and become a part of the Certificate of Insurance issued to the Town of Addison.

GENERAL LIABILITY:

Policy Number: RTC2JGLSA-261T1514-99

It is agreed that the definition of Insured is amended to include any person or organization the Named Insured is required by written contract to include as Additional Insured. The "written contract" must be executed prior to the "occurrence" of any loss. Insurance provided by this amendment is limited to the extent of coverage and limits of liability required by the "written contract," and will not increase the limits of the policy or the extent of coverage stated in this policy. The insurance provided by this amendment is limited to only the Legal Liability arising out of the performance of the Named Insured's work under the written contract and shall terminate at the time of completion, or such other time as defined in the written contract.

With respect to the insurance afforded the Additional Insureds, it is further agreed that this insurance does not apply to liability for "Bodily Injury" or "Property Damage" arising out of acts or omissions of the Additional Insured unless this has been agreed to by written contract executed prior to the "occurrence" of any loss.

Signed By: Jenny M. Skillicorn  
Terry Payne & Co., Inc.  
P.O. Box 16130  
Missoula, MT 59808



**ACORD** **CERTIFICATE OF LIABILITY INSURANCE** DATE (MM/DD/YY) 01/17/2002

**PRODUCER** Serial# 3182  
 Terry Payne & Co., Inc.  
 P.O. Box 16130  
 Missoula, MT 59808  
 406-728-4050

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**INSURED**  
 WASHINGTON GROUP INTERNATIONAL, INC.  
 9433 KIRBY DRIVE  
 HOUSTON, TX 77054

**COMPANIES AFFORDING COVERAGE**

COMPANY A	TRAVELERS INDEMNITY COMPANY OF ILLINOIS
COMPANY B	
COMPANY C	
COMPANY D	

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CO LTR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS
	<b>GENERAL LIABILITY</b> <input type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS MADE <input type="checkbox"/> OCCUR <input type="checkbox"/> OWNER'S & CONTRACTOR'S PROT				GENERAL AGGREGATE \$ PRODUCTS - COMP/DP AGG \$ PERSONAL & ADV INJURY \$ EACH OCCURRENCE \$ FIRE DAMAGE (Any one fire) \$ MED EXP (Any one person) \$
	<b>AUTOMOBILE LIABILITY</b> <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> NON-OWNED AUTOS				COMBINED SINGLE LIMIT \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE \$
	<b>GARAGE LIABILITY</b> <input type="checkbox"/> ANY AUTO				AUTO ONLY - EA ACCIDENT \$ OTHER THAN AUTO ONLY: EACH ACCIDENT \$ AGGREGATE \$
	<b>EXCESS LIABILITY</b> <input type="checkbox"/> UMBRELLA FORM <input type="checkbox"/> OTHER THAN UMBRELLA FORM				EACH OCCURRENCE \$ AGGREGATE \$
	<b>WORKER'S COMPENSATION AND EMPLOYERS' LIABILITY</b> THE PROPRIETOR/PARTNER/EXECUTIVE OFFICERS ARE: <input type="checkbox"/> INCL <input type="checkbox"/> EXCL				WC STATUTORY LIMITS OTHER EL EACH ACCIDENT \$ EL DISEASE - POLICY LIMIT \$ EL DISEASE - EA EMPLOYEE \$
A	<b>OTHER CONTRACTORS POLLUTION &amp; PROFESSIONAL LIABILITY</b>	RTC2J-GLSA-16SD5266-99	4/1/99	4/1/02	\$2,000,000 EACH CLAIM \$2,000,000 AGGREGATE

**DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/SPECIAL ITEMS**  
 RE: COLLECTION OF SOIL VAPOR, SOIL, AND GROUNDWATER SAMPLES TO CHARACTERIZE THE SURFACE CONDITIONS FOR A PHASE II ESA, WASHINGTON CONTRACT NO. 25381

TOWN OF ADDISON, TEXAS, AND ITS OFFICIALS, OFFICERS, AGENTS, AND EMPLOYEES ARE INCLUDED AS ADDITIONAL INSURED.

**CERTIFICATE HOLDER**  
 TOWN OF ADDISON  
 P.O. BOX 9010  
 ADDISON, TX 75001-9010

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING COMPANY WILL ENDEAVOR TO MAIL 30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO MAIL SUCH NOTICE SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE COMPANY, ITS AGENTS OR REPRESENTATIVES.

**AUTHORIZED REPRESENTATIVE**  


1-14-02

Kick off meeting - Phase II Env. Assess.  
Contact Town - JEP  
Contact Washington Paul Wild / Ron Bowlin  
Contact Airport Leon Davis

Soil Gas Survey ETI Sub  
Contact Fuel Operators - Leon  
Historical Data - JEP

~~Phase~~ - Direct Push - Friday

Health & Safety - Soil Vapor - Level B  
Steel Toe, Street Clothes, Safety Glasses

Report within 6 weeks of this week

1-14-02

Don Bourcain

832-465-5996

Jose G. DeLeon

713-785-0353

LEON DAVID

972-392-4852

972.520 0156

Kyou H. Kim

713-785-0393

Paul Wild

214-530-4339 ext.  
213-659-9424 ext.  
214-647-6011 ext.

Dani Bourge

972-392-4854

Jim Pierre

972-450-2879

Mark Acevedo

972-450-2848

Dave Pearce

972.392.4857

Dave White

972-450-2847

Jose Flores

972-450-2847

Call

Mia - 972-392-4851

for access to  
jet-suit

**Council Agenda Item: \_\_\_\_\_**

**SUMMARY:**

This Item is to award a contract to conduct a Phase II Environmental Assessment of the Addison Airport Fuel Farm.

**FINANCIAL IMPACT:**

Funds Available: \$85,000  
Cost: \$81,800  
Funding Source: Airport Fund

**BACKGROUND:**

The Airport Phase I Environmental Assessment Update of the Airport that was completed in August 2001 by Camp, Dresser and McKee, recommended that a Phase II Environmental Assessment be performed on the Airport Fuel Farm. The purpose of a Phase II is to determine the extent of soil and groundwater contamination, if any, as a result of operations at the fuel farm.

The Town solicited statements of qualifications from interested firms, and received ten responses. The Town evaluated the responses and selected Washington Group International to submit a proposal to do the work. A copy of Washington's proposal is attached.

**RECOMMENDATION:**

Staff recommends that the City Manager be authorized to contract with Washington Group International for Tasks 1 through 4 for a lump sum amount of \$42,600, and for Tasks 5 and 6 on a time and materials basis, for a total amount not to exceed \$81,800.

Handwritten calculations:

$$\begin{array}{r} 118,000 \\ - 85,000 \\ \hline \$ 33,000 \end{array}$$
$$\begin{array}{r} 42,600 \\ 65,500 \\ \hline \$ 108,100 \\ 9,900 \\ \hline \$ 118,000 \end{array}$$